

## DEFINITION OF "COMMERCIAL"

21.15.560 - Commercial.

"Commercial" means a category of land uses characterized by the exchange of goods and services for financial or other consideration.

(Ord. C-6533 § 1 (part), 1988) *(includes offices)*

21.15.1890 - Office.

"Office" means a place where business is transacted or a service is provided, with an emphasis on recordkeeping, clerical and administrative activities.

(Ord. C-6533 § 1 (part), 1988)

# #21 (TDM REQUIREMENT)

Mitigation Monitoring Program

## *Project Transportation Demand Management (TDM) Program*

**MM-V.L-16** A project TDM program shall be implemented to reduce inbound A.M. peak hour and outbound P.M. peak-hour employee vehicle trips by 20 percent for the Commercial (Office Park) use. Although the project is claiming trip-reduction credit for only this use, many of the TDM program measures will be available to a broader cross section of the site, and will likely attract participants outside of the targeted uses. Should it become evident that the project TDM program is not on schedule to achieve and sustain the 20 percent trip reduction goal, the project, as mutually agreed to with the City of Long Beach, will accelerate the implementation of the physical mitigation measures and/or expand its TDM program to include other employers in the area surrounding the project site. The project TDM program is more fully described in Appendix Q. The TDM program may include but not be limited to the following measures:

- On-Site Employee Transportation Coordinator (ETC) – The ETC would be a full-time position. The ETC would be responsible for maintaining the transportation displays and providing services such as on-site monthly transit pass sales, assistance with carpool/vanpool matching, oversight of the carpool/vanpool program and other ridesharing related services. The ETC would also coordinate resources and ideas with other transportation management organizations.
- On-Site Transportation Management Office – This facility would be a dedicated office for the ETC and any support personnel. It would serve as a tangible focal point for the TDM program. The location and contact number of this office would be well publicized so that employees could conveniently call or come in for assistance.
- Preferential Parking Management – The ETC would oversee a preferred employee carpool/vanpool parking program. This program would assign preferential parking spaces (i.e., the more desirable and convenient spaces) to eligible employee carpools and vanpools, and monitor the use of the identified spaces to ensure that they are being properly used.
- Carpool/Vanpool Matching – A ridematching service would be made available to help employees seek carpool and vanpool partners. The ETC would facilitate employee ridematching, with the primary emphasis on matching project employees with one another. The availability of this service would be advertised on on-site transportation displays.



- Vanpool Start-Up Assistance – The ETC would assist employers or employees attempting to initiate vanpool service at the project. This assistance could include research of van leasing arrangements, research of applicable tax credits, increased marketing activity and developing vanpool routes.
- Vanpool Staging Areas – Special vanpool passenger loading/unloading areas would be established at one or more locations on-site. This incentive would make it more convenient and safer for commuters to load and unload their vanpools outside the normal flow of traffic.
- On-Site Transit Pass Sales – Monthly LBT, joint LBT/MTA, and MTA passes would be available for purchase through the on-site transportation management office (TMO).
- Centralized Information Board – A centralized bulletin board or kiosk with information on alternative transportation modes, including transit, would be provided on-site. A centralized transportation information board with similar information for residents would also be provided on-site.
- New Business/Employee Commuter Benefits/Flier Packet – The ETC would prepare fliers and/or packets outlining key TDM amenities and services that are made available by the project in support of alternative transportation modes. The fliers/packets would be distributed to employers for their dissemination to employees.
- Guaranteed Ride Home Program – This program would provide the means to those employees who carpool, vanpool, bus or bicycle to work to have a guaranteed ride home in the event of an emergency or unexpected overtime.
- Other Marketing – The annual state- and regional-level events of California Rideshare Week and Southern California Bike-to-Work Day would be advertised and potentially used as the setting for a site-specific marketing event or transportation fair.
- Shuttle System – This shuttle system would be implemented through a joint arrangement with the City of Long Beach and/or Long Beach Transit, whereby the project would supply the shuttle vehicles and other capital needed to operate the service, and the City agencies would operate the service. It is anticipated that the shuttle system would provide limited stop service to the Metro Blue Line and intersecting bus lines that are en route during the morning

and afternoon commute periods, and would operate as a free project circulator during non-commute periods to provide an alternative to walking or short driving trips within the PacifiCenter site.

**Monitoring Phase:** Operation

**Enforcement Agency:** City of Long Beach Departments of Public Works and Planning and Building

**Monitoring Agency:** City of Long Beach Department of Public Works

**Action Indicating Compliance:** Periodic trip monitoring and TDM reports prepared by Applicant on a regular basis

### ***Regional Transportation Improvements***

8.28 ↑  
**MM-V.L-17** I-405 (San Diego Freeway) Northbound On-Ramp from Southbound Cherry Avenue: Widen the two northbound on-ramps in the area where these ramps merge to provide an elongation of the merge section for a smoother and safer merge. Additionally, the ramp metering location for southbound traffic from Cherry Avenue could be relocated to provide added queuing length between the meter and Cherry Avenue.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** California Department of Transportation

**Monitoring Agency:** California Department of Transportation and City of Long Beach Department of Planning and Building

**Action Indicating Compliance:** Caltrans acceptance of improvements

### ***Residential Street Measures***

**MM-V.L-18:** The Applicant shall provide appropriate funding to the City of Long Beach to administer and allocate for the design and implementation of neighborhood traffic management measures to deter non-residential traffic intrusion into the residential areas surrounding the project site. Such measures may include speed bumps, additional stop signs, peak period turning prohibitions, "right turn on red" prohibitions, retiming of traffic signals, architectural neighborhood identification monuments or gates, or round-a-bout traffic circles. The City of Long Beach will include and coordinate with adjacent jurisdictions and neighborhood groups that



may be affected by project-related traffic intrusion on these residential streets.

**Monitoring Phase:** Pre-Construction/Construction

**Enforcement Agency:** City of Long Beach Department of Public Works

**Monitoring Agency:** City of Long Beach Department of Public Works

**Action Indicating Compliance:** Provision of necessary funding or other suitable financial instrument by the Applicant

***Public Transit Measures/Improvements***

**MM-V.L-19** The Applicant shall consult with Long Beach Transit (LBT) and the Metropolitan Transportation Authority (MTA) to address the project's anticipated transit demand needs.

**Monitoring Phase:** Pre-Construction

**Enforcement Agency:** Long Beach Transit and Metropolitan Transportation Authority

**Monitoring Agency:** City of Long Beach Department of Public Works

**Action Indicating Compliance:** Documentation from transit agencies acknowledging actions of Applicant to address transit needs

***Bicycle Facility Improvements***

**MM-V.L-20** In keeping with the intent of the Long Beach Bicycle Master Plan, the project will continue to provide a Class I bike lane within the Carson Street parkway adjacent to the site between First Street and Lakewood Boulevard, and will provide a Class II bike lane that extends through the project site south from Carson Street and west to the Paramount Boulevard/Cover Street intersection. These bicycle facility improvements will occur simultaneously with the phasing of the on-site streets.

**Monitoring Phase:** Construction

**Enforcement Agency:** City of Long Beach Departments of Public Works and Planning and Building

**Monitoring Agency:** City of Long Beach Departments of Public Works and Planning and Building

Completed in relation to

Exhibit "F-1" (# 25) 2016

April 21, 2008

Director Craig Beck  
Long Beach Development Services  
333 W. Ocean Blvd., 4th Floor  
Long Beach, CA 90802

Dear Director Beck,

This letter is to inform you of the results of the Advisory Committee's review of Boeing Realty's design revisions for the vertical stabilizer sculptures for Douglas Park. Following the Boeing Design Team's presentation on Tuesday, April 15, 2008, the Advisory Committee recommended that the proposed changes be accepted. The motion of the committee states:

The Boeing Realty design proposal changes for the vertical stabilizer sculptures should be approved as presented with the understanding that construction for the concrete bases for the sculptures meets or exceeds the specifications stated here which are: smooth finish, monolithic pour and integral color to match the existing concrete walls at the site.

The committee found that the increase in the scale of the sculptural elements, including the concrete bases was adequate in relation to the other site conditions.

In light of our Advisory Committee's recommendations, the Arts Council for Long Beach is approving of the current design revisions stated in Boeing's letter of March 21, 2008 sent by Vida L. Brown.

A draft of the minutes for the Advisory Committee meeting of April 15 is currently being finalized and will be forwarded to your department as well as to members of Boeing Realty's design team.

I hope this clarifies the status of the public art components for Douglas Park with respect to the Long Beach Development Services contract with Boeing Realty.

Our Advisory Committee for Public Art looks forward to the next presentation by the Boeing Design Team for the remaining sculptural components.

As always, thank you for your time and attention regarding this matter.

If you have any further questions pertaining to the committee's review or the Arts Council's approval of this project, please feel free to contact me at (562) 432.5100 x 222.

Respectfully,

Joan Van Hooten  
Executive Director  
Arts Council for Long Beach

cc: Leslie Markle, Greg Carpenter, Vida L. Brown



Completed in relation to 2015  
(#25)



Received

MAY 1 2006

April 26, 2006

## Boeing Realty Corporation

Amy J. Bodek, AICP  
Manager  
Project Development Bureau  
Department of Community Development  
333 West Ocean Blvd.  
Long Beach, CA 90802

Re: Approval of the Public Art Master Plan for Douglas Park

Dear Ms. Bodek,

On behalf of the Advisory Committee for Public Art, (ACPA) this letter is to confirm that the Public Art Master Plan for Douglas Park was presented to ACPA on Tuesday, April 18 2006, by the design team for Douglas Park.

The ACPA reviewed the language under *8.45 Public Art Requirement* in the Development Agreement and used this criteria and our professional knowledge as a guide for the approval process of the Public Art Master Plan.

The ACPA strongly believes in the public art process and how public art can make a positive and creative difference when it is included and integrated into the overall development of a project. More importantly, we know that successful public art projects usually involve the public artist(s) on the design team during the initial phases of the public art master plan, and throughout the course of the project. Through this collaborative process all elements of the design are complementary, cohesive and share in the dialogue of telling the story about the space. It is our hope that the Douglas Park Design Team will consider this collaborative process as they move forward.

Please be advised that the ACPA approved the Public Art Master Plan per the guidelines and requirements outlined in the Development Agreement with the following caveat, that Boeing Realty and the Douglas Park Design Team remain in communication with the ACPA by keeping us apprised as the project develops.



This can be accomplished through updates given by the Director of Public Art and occasional presentations by the design team. Through this conduit of communication the ACPA would continue to provide input for the design team to consider, but more importantly, support the public art endeavors for Douglas Park and any other historical and artistic elements designed specifically for this project.

Should you have any questions or need to speak to me directly, I can be reached at (562) 858-9846. We look forward to working with you and the Douglas Park team.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kamran Assadi', with a stylized, flowing script.

Kamran Assadi, Chair  
Advisory Committee for Public Art

xc: M. Stavale, Boeing Realty Corporation  
ACPA  
file